

The Hills Development Control Plan (DCP) 2012

www.thehills.nsw.gov.au

THE
HILLS
Sydney's Garden Shire



Part D Section 18
Cherrybrook Village

D1

1. Introduction

This section of The Hills Development Control Plan 2012 (HDCP 2012) has been prepared to provide direction on the future development of the Cherrybrook Village Precinct.

This section of the DCP must be read in conjunction with Part A – Introduction of the DCP.

1.1 Land to which this section applies

The plan applies to area outlined in red as shown in Figure 1.1 (below) and is to be referred to as the Cherrybrook Village Precinct. The precinct incorporates the following sites:

- 1 Glenhope Road, West Pennant Hills (Lot 12 DP 789295);
- 2 Glenhope Road, West Pennant Hills (Lot 1 DP 864230);
- 3 Glenhope Road, West Pennant Hills (Lot 11 in DP 789295);
- 4 Glenhope Road, West Pennant Hills (Lot 2 in DP 864230);
- 5 Glenhope Road, West Pennant Hills (Lot 10 in DP 789295);
- 7 Glenhope Road, West Pennant Hills (Lot 201 in DP 812859);
- 9 Glenhope Road, West Pennant Hills (Lot 92 DP 1111817);
- 109 Castle Hill Road, West Pennant Hills (Lot 1 DP 785672);
- 117 Castle Hill Road, West Pennant Hills (Lot 4, DP 1012463);
- 123 Castle Hill Road, West Pennant Hills (Lot Q DP 378655);
- 125 Castle Hill Road, West Pennant Hills (Lot P DP 378655);
- 127-129 Castle Hill Road, West Pennant Hills (Lot 1001 DP 800162);
- 131 (18a Carioca Way) Castle Hill Road, West Pennant Hills (Lot 13 DP1016426);
- 133 Castle Hill Road, West Pennant Hills (Lot 201 DP 786607);
- 135 Castle Hill Road, West Pennant Hills (Lot 1012 DP 878641);
- 137 Castle Hill Road, West Pennant Hills (Lot 2 DP 220867);
- 139 Castle Hill Road, West Pennant Hills (Lot 1 DP 220867);
- 143 Castle Hill Road, West Pennant Hills (Lot A DP153486);
- 145 Castle Hill Road, West Pennant Hills (Lot 111 DP1012828);
- 3 Matthew Way, West Pennant Hills (Lot 27 DP 828183);
- 5 Matthew Way, West Pennant Hills (Lot 26 DP 828183);
- 15 Matthew Way, West Pennant Hills (Lot 1011 DP878641);
- 6-8 Highs Road, West Pennant Hills (Lot 10 DP577670);
- 10 Carioca Court, West Pennant Hills (Lot 8 DP801753);
- 12 Carioca Court, West Pennant Hills (Lot 9 DP801753);
- 16 Carioca Way, West Pennant Hills (Lot 11 DP1016426);
- 18 Carioca Way, West Pennant Hills (Lot 12 DP1016426);
- 17-19 Carioca Way, West Pennant Hills (Lot 7 DP1193792);
- 20 Carioca Way, West Pennant Hills (Lot 100 DP809362);
- 22 Carioca Way, West Pennant Hills (Lot 101 DP809362);
- 24 Carioca Way, West Pennant Hills (Lot 102DP809362)
- 15 Staley Court, West Pennant Hills (Lot 714 DP880259);
- 17 Staley Court, West Pennant Hills (Lot 715 DP880259); and
- 19 Staley Court, West Pennant Hills (Lot 716 DP880259).

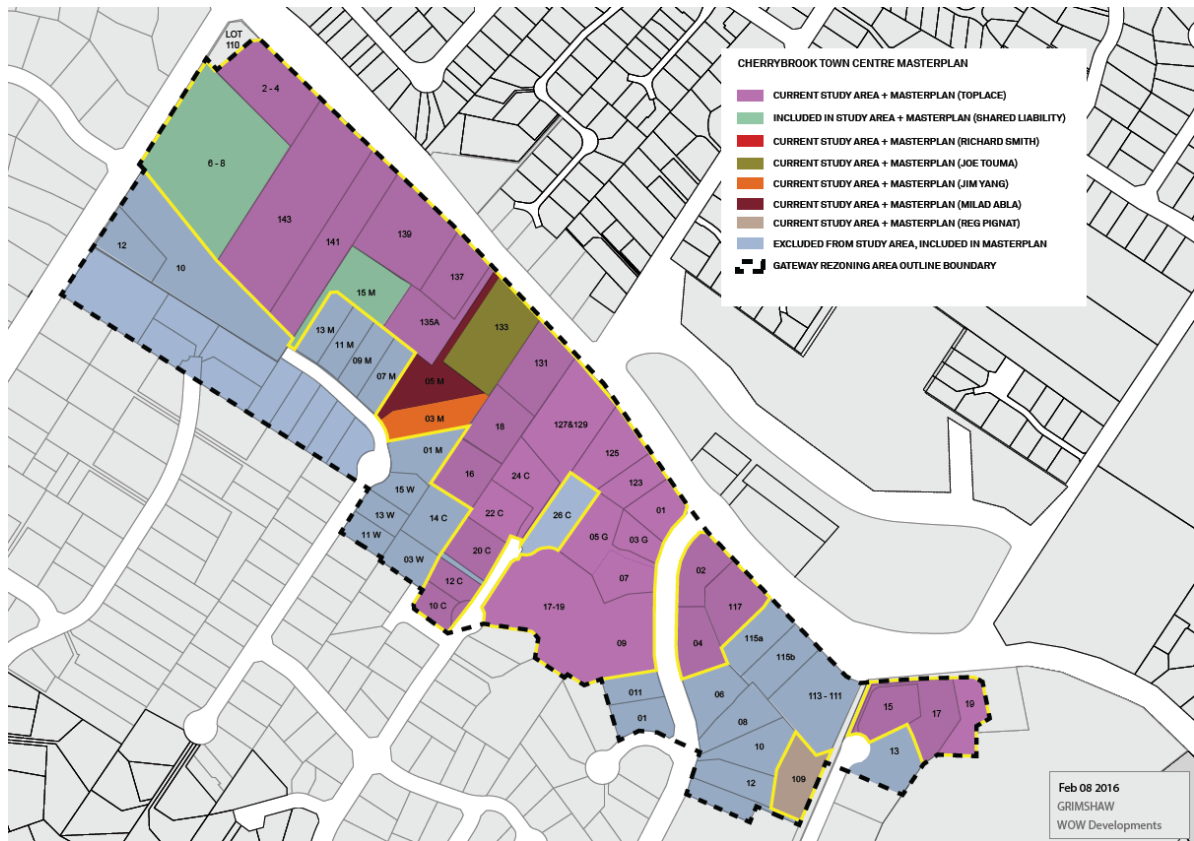


Figure 1.1 Subject Site (yellow outline)

1.2 relationship of this part to the other Plans and policies

This section has been prepared in accordance with Section 74C of the *Environmental Planning and Assessment Act 1979* and complements the provisions of The Hills Local Environmental Plan 2012 (HLEP 2012). Where there is any inconsistency between this DCP and the HLEP 2012, the LEP prevails.

In addition to the policies, guidelines and documents specified in Part A – Introduction to HDCP, this section is to be read in conjunction with other relevant sections of the DCP, including:

- Part B Section 5 – Residential Flat Buildings;
- Part B Section 6 – Business;
- Part C Section 1 – Parking;
- Part C Section 2 – Signage;
- Part C Section 3 – Landscaping;
- Part C Section 4 – Heritage; and
- Part C Section 6 – Flood Controlled Land.

Where there are any inconsistencies between this section and other sections in the DCP, the provisions of this section prevail.

1.3 Aims and Objectives of this section of the DCP

The objectives of this section of the DCP are:

- (i) *To provide a clear vision and desired future character for the development of the Cherrybrook Village Precinct;*
- (ii) *To create a high-quality, transport-oriented development precinct in close proximity to the Cherrybrook Station;*
- (iii) *To ensure that development incorporates the principles of Ecologically Sustainable Development (ESD) with innovative and leading edge design in sustainable development;*
- (iv) *To represent ‘place making’ through activation of the public space, creation of a destination and identifiable landmarks;*
- (v) *To provide an indicative precinct structure and high quality public domain;*
- (vi) *To encourage innovative and high quality architectural outcomes which address the topography, landscaped areas, public and private spaces and pedestrian amenity;*
- (vii) *To encourage a broad mix of compatible uses including residential*

accommodation, recreational and community uses, and local retail;

- (viii) *To provide a wide range of housing options to accommodate a change in local demographics with high levels of amenity in all housing options;*
- (ix) *To encourage all developments to address the public street frontage and provide an attractive and safe pedestrian environment;*
- (x) *To improve accessibility and permeability through the precinct and to the wider Cherrybrook community by creating through site links;*
- (xi) *To create a development that enhances and minimises the impacts on the existing ecology; and*
- (xii) *To ensure development will not detrimentally affect the environment of any adjoining land and that satisfactory measures are incorporated to ameliorate any impacts arising from the proposed development.*

2.0 Urban Context

2.1 Existing Character

The subject site is located on the southern side of Castle Hill Road in the suburb of West Pennant Hills. The locality is generally characterised by a predominately low-density residential neighbourhood with single and double storey detached residencies located on large blocks with extensive vegetation.

Surrounding the subject site are a number of existing community facilities and services including childcare centres, high schools and open space recreation areas. To the south of the site is Coonara Village Shopping and Coonara Business Park, which provides employment opportunities.

The future Cherrybrook Station is a part of the Sydney Northwest Metro (formerly known as the North West Rail Link (NWRL)) and is to be located approximately 40m to the north of the site.

The NWRL is identified in the draft Metropolitan Strategy for Sydney as one of the nine “city shapers” that will significantly contribute to shaping future growth of the city. The strategy identifies the need to focus on providing housing and job opportunities along the corridor, thereby creating vibrant local centres with good connections to local services, open spaces and community facilities.

With the future development of the Cherrybrook Station, it is anticipated that the locality will undergo a significant transition with higher density residential development introduced, with a community centre including commercial/retail uses, community services and facilities and public open space areas.

2.2 History and Heritage

There is one heritage item located within the subject site and one heritage item within close proximity to the study area both of which have local significance under The Hills Local Environmental Plan 2012.

The heritage item on site is “Dunrath” (I198) which is located at 139 Castle Hill Road, West Pennant Hills (Lot 1 DP 220867). The site incorporates a sandstone residence which was dismantled and transported to West Pennant Hills and has extensive gardens with mature tree plantings that screen the house.



Figure 2.1 Front elevation of Dunrath

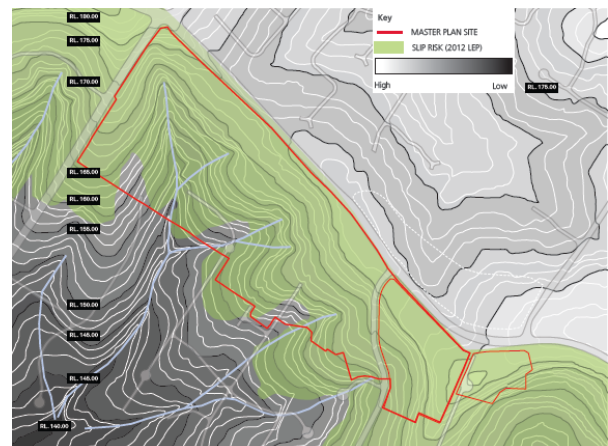
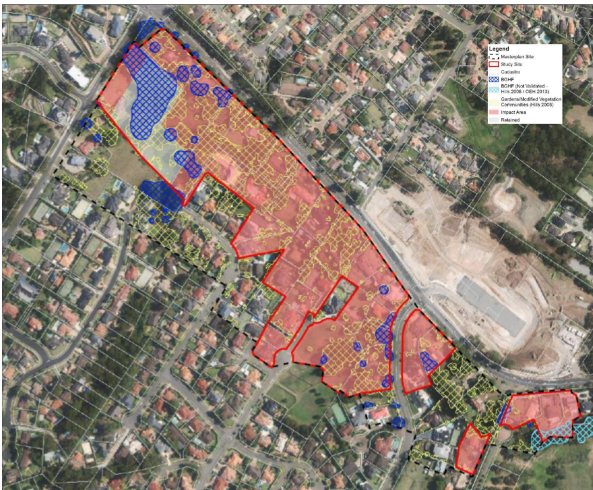


Figure 2.2 Plan of Dunrath

The adjacent heritage item is “Glenhope” (I197) which is located to the east of the site at 113 Castle Hill Road, West Pennant Hills (Lot 7, DP 1012463). This site incorporates a large two storey early Federation Queen Anne mansion with a number of mature landscaping features (refer to Figure 1.4). The residential house is located on the crest of a ridge with views from the principal rooms and spaces at “Glenhope” to the associated orchards in the valley below refer to Figure 1.5 below. It is noted that existing mature tree plantings interrupt views to the residential development to the west and south-west.



Figure 2.3 Southern rear elevation of Glenhope



The slope and its relationship with view corridors provide the foundation for defining the appropriate heights and massing of future development on the site.

2.5 Existing Land Uses

The study area currently comprises predominantly single and two storey detached residential dwellings which are on generous plots of land. Surrounding the subject site are similar low scale residential developments.

The future Cherrybrook Station is to be located approximately 40m to the north of the site.

The Playdays Pre-School and Long Day Care Centre forms part of the study area and is located on the corner of Castle Hill Road and Glenhope Road. Furthermore, there is a childcare centre, Salsbury Downs Drive Playground which is located 60m south of the study area.

To the east are two schools including the Tangara School for Girls and the Inala Rudolf Steiner School which are 420m and 280m from the study area (respectively).

To the south-west of the study area is Coonara Avenue Business Park (600m from the site).

2.6 Existing road Network

Castle Hill Road serves as the site's primary east-west access way and provides the main regional route for through traffic in the area.

The area to the south of Castle Hill Road contains a poorly connected local road network featuring a number of cul-de-sacs that create barriers to vehicular and pedestrian movement in both east-west and north-south directions.

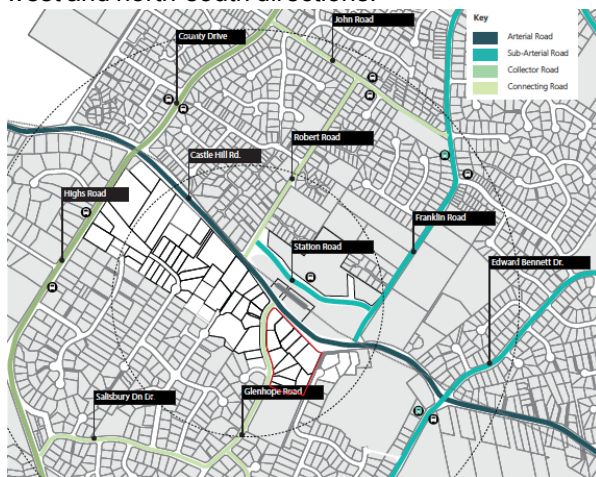


Figure 2.7 Existing road network

Pedestrian and cycling accessibility is restricted by the study area's steep topography, the lack of dedicated and signalised crossings, and a lack of permeability due to the number of cul-de-sacs. A number of local streets also have limited street

lighting and pedestrian footpaths, further restricting active modes of transport.

2.7 Cherrybrook Station

The future Cherrybrook Station is to the north of Castle Hill Road in between Robert Road and Franklin Road and will primarily serve as an 'origin' station for the surrounding residential population in the suburbs of Cherrybrook and West Pennant Hills.

The station is proposed with 'open cut' below surface platforms and a concourse level below the level of Castle Hill Road. There will be 400 park and ride spaces at the station along with an extensive feeder bus network.

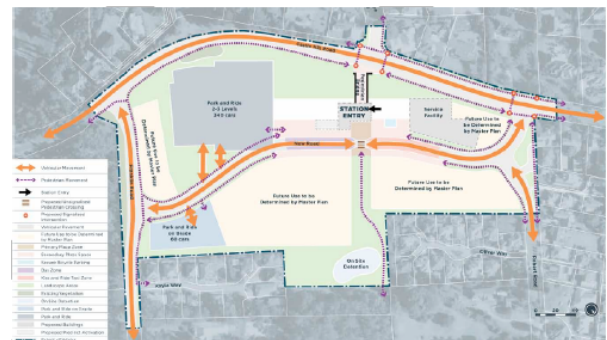


Figure 2.8 Plan of Proposed Cherrybrook Station

2.8 Views and Vistas

The site has commanding views from the ridge-line at Castle Hill Road across the valley to Western Sydney. As the site lies along the high point in the precinct it permits open views without effecting visibility from the adjacent plots.





Figure 2.9 Existing Views and Vistas

is to be consistent with Figure 3.1 below.

3. Objectives and Development Controls

3.1 Desired Future Character

The desired future character for Cherrybrook Village is to create a 'Transit Oriented Development' which is centred around the future Cherrybrook Station. The renewal of the area is to increase density, and incorporating a mixture of compatible land uses such as low to high density residential accommodation, local retail, commercial and recreation and community uses.

The proposal should create a vibrant community centre with the provision of areas for community members to meet and interact in the form of piazzas. The development should incorporate a number of community facilities (such as a child care centre) and cafes and restaurants to serve the future residents and the wider Cherrybrook community.

The future of the precinct should be highly permeable and incorporate important linkages to Cherrybrook Station. The precinct should also incorporate a suitable road network and a series of through site links to ensure high accessibility.

The proposal should include high quality public domain with an abundance of landscaping incorporated into the design, including green linkages and ecology corridors.

The envelopes of the proposed buildings are to respect the topography and adjoining lower scale residential properties. The density will be increased along Castle Hill Road with tower elements creating a gateway entrance into the precinct whilst the built form is to create an appropriate transition with adjoining properties.

3.2 Indicative Structure Plan

Objectives

- (i) To create a suitable road network and through site links which will ensure a highly permeable precinct is created.

Development Controls

- (a) The indicative structure plan of the precinct



Figure 3.1 Indicative structure plan for the precinct

3.3 Street Design and Character

Objectives

- (i) Provide for a clear street hierarchy incorporating new connector and local roads.

Development Controls

- (a) The street layout is to be consistent with the indicative street layout outlined in Figure 3.2 below.

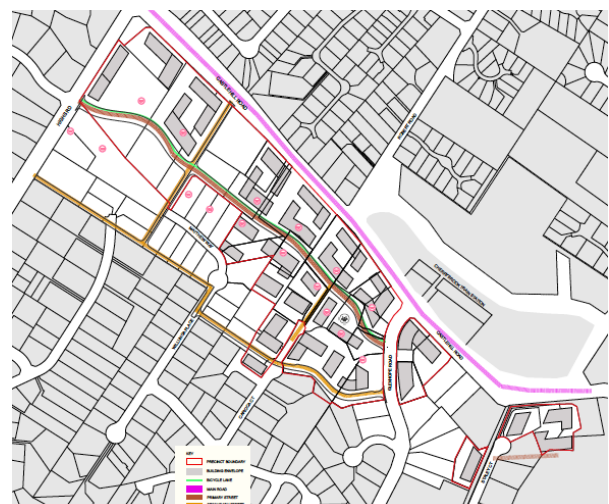


Figure 3.2 Indicative Street Layout

- (b) New streets are to be designed to fall within one of the three primary street types including: Main Roads, Primary Street and Secondary Street. Refer to Figures 2.3-2.5 below for further detail.

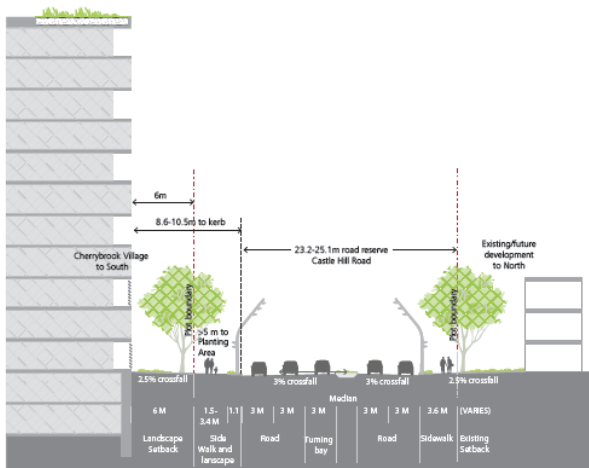


Figure 3.3 Section through Castle Hill Road

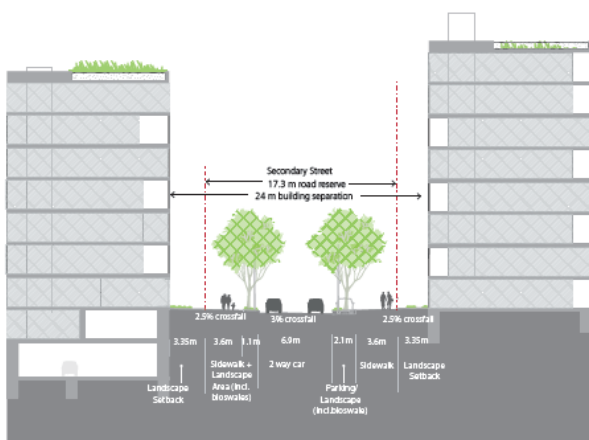


Figure 3.4 Section through 'village street' street type

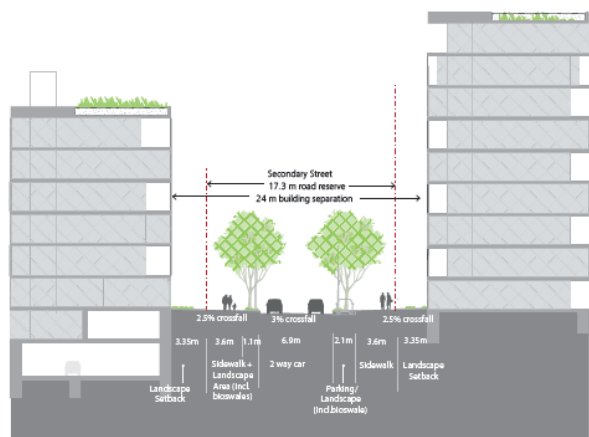


Figure 3.5 Section through 'secondary street' street type

3.4 Building Heights

Objectives

- (i) To focus higher densities and heights along areas in close proximity to Cherrybrook Station and along primary roads.
- (ii) To create a gateway to the precinct with tower buildings on the corners of Glenhope Road and Castle Hill Road.
- (iii) To ensure the proposed building heights respond to the sloping topography of the site.
- (iv) To ensure the development provides an appropriate transition to adjoining development.

Development Controls

- (a) The proposed Building Heights are to be consistent with Figure 3.6 below.

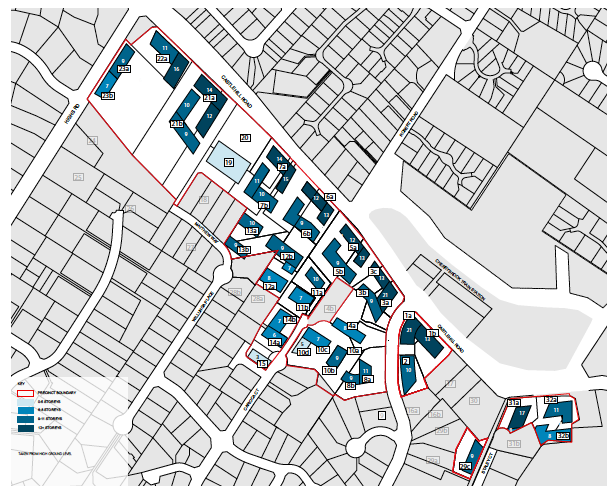


Figure 3.6 Height in storeys map

3.5 Streetscape Appearance

Objectives

- (i) To ensure the height of buildings are stepped down where appropriate to reduce built form along the street frontages.
- (ii) To ensure a suitable building length is created to minimise the appearance of bulk and scale to the public realm.
- (iii) To introduce fine grain built form and varied architectural character in large developments.
- (iv) To provide identity for residents in large

developments by visually differentiating groups of dwellings.

- (v) To ensure that the scale, modulation and façade articulation of development responds to its context.

Development Controls

- (a) Building heights are to step down from Castle Hill Road to lower density development to the south of the site in accordance with the Height in Storeys map in Figure 3.6.
- (b) The maximum street frontage length of an individual building is:
 - a. 65m on streets with a width greater than or equal to 18m wide; and
 - b. 40m on streets with a width less than 18m wide.
- (c) Where the street frontage of the building exceeds the maximum length identified in provision (b), it is to be broken into two or more buildings each with different architectural characters to the street or public domain.
- (d) Each building facade is to be articulated into smaller elements at a scale or grain that reflects:
 - a. the use of the building and the various components of the building;
 - b. the location of the building, or that part of the building relative to pedestrian or outdoor recreation activity; and
 - c. the details and building elements including building entries, ground floor, lower floors, top floor and roof.
- (e) Within long street blocks, buildings are to be limited in length, have a variety of facades, articulation, massing and architectural character so the street block presents as a group of buildings rather than a single building

3.6 Setbacks

Objectives

- (i) To provide an appropriate setback along the street frontages and incorporate landscaping where suitable.
- (ii) To ensure the built form addresses Castle Hill Road, the public piazzas and through site links.

Development Controls

- (a) Building Setbacks are to be consistent with Figure 3.7 below.



Figure 3.7 Setbacks map

3.7 Building Separation

Objectives

- (i) To provide sufficient separation distances between buildings in the precinct and to adjoining properties to minimise amenity impacts and allow for landscaping buffers or communal open space

Development Controls

- (a) Buildings are to be sufficiently separated, consistent with the Apartment Design Guide and Figure 3.8 below.

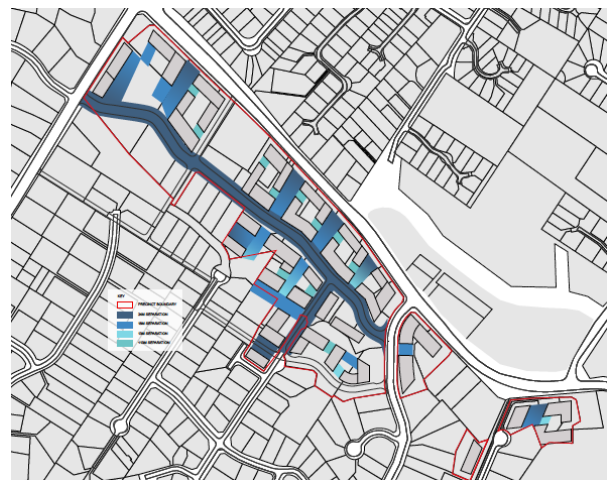


Figure 3.8 Building separations map

3.8 Open Space and Pedestrian Linkages

Objectives

- (i) To provide a variety of public and private open space throughout the precinct to allow for community interaction.
- (ii) To ensure there is a balance between open space and the built form with minimal amenity impact on the surrounding residential properties.
- (iii) To improve the permeability and connectivity through the site and to Cherrybrook Station.
- (iv) To provide high-quality pedestrian linkages through the site to encourage walking and cycling.

Development Controls

- (a) The proposed public and private open space is to be consistent with Figure 3.9 below.



Figure 3.9 Public and private open space map

- (b) Circulation and access through the site is to be consistent with Figure 3.10 below.



Figure 3.10 Circulation and access

- (c) The proposal is to create a Village and Children's Piazza and a Station Link Forecourt within the Central Precinct.

3.9 Landscaping

Objectives

- (i) To provide a variety of public and private open spaces throughout the precinct to provide high-quality, multi-purpose landscaped spaces.
- (ii) To improve the amenity of the development for residents by providing substantial landscaping with a mix of deep soil and hard-stand spaces for a range of activities.

Development Controls

- (a) A landscape plan is to be submitted for all new development that is prepared by a suitably qualified landscape architect and shows the:
 - a. planting schedule with numbers and species of plants including botanical and common names;
 - b. number and name including botanical and common names of mature trees on site;
 - c. type, levels and detail of paving, fencing, retaining walls and other details of external areas of the site; and
 - d. response to other requirements of this provision.
- (b) Landscaping is to give preference to species with low water needs, including native plant species, and trees and shrubs are to be selected and located to manage sun and wind impacts.

- (c) *Blue Gum High Forest Planting is to be included in appropriate areas with significant deep soil.*
- (d) *Rooftop gardens are to be designed to address:*
 - a. *Robustness to exposed conditions;*
 - b. *Suitability to shallow soil profiles; and*
 - c. *The need for low maintenance.*
- (e) *Roof terraces should include a range of plantings and facilities that are consistent with the indicative layout in Figure 3.11 below.*



Figure 3.11 Typical Section through roof terrace garden.

3.10 Ecology Retention

Objectives

- (i) *To protect and enhance existing habitat features within and adjacent to development sites.*
- (ii) *To improve the diversity and abundance of local flora and fauna species within the Cherrybrook Village precinct.*

Development Controls

- (a) *All development applications that seek to remove existing trees or provide new landscaping are to be accompanied by an Arborist Report.*
- (b) *Appropriate plant species are to be selected for the site conditions with consideration given to trees providing shade in summer and allowing sunlight in winter, or to provide habitat.*
- (c) *Locally indigenous species are to be used where possible.*
- (d) *Understorey plantings comprising locally-indigenous shrubs and groundcovers are encouraged.*
- (e) *Ecological Corridors, soft landscaping in*

courtyards and plazas and areas of deep soil are to be consistent with the indicative ecology plan in Figure 3.12.



Figure 3.12 Ecology Plan

3.11 Vehicular Access and Parking

Objectives

- (i) *To manage the demand for transport generated by development in a sustainable manner.*
- (ii) *To design vehicle access and basement layouts and levels to maximise pedestrian safety and create high quality ground level relationships between the building and the public domain.*
- (iii) *To provide accessible parking.*

Development Controls

- (a) *Basement locations and vehicular access to parking is to be consistent with the indicative basement and access layout in Figure 3.13 below.*

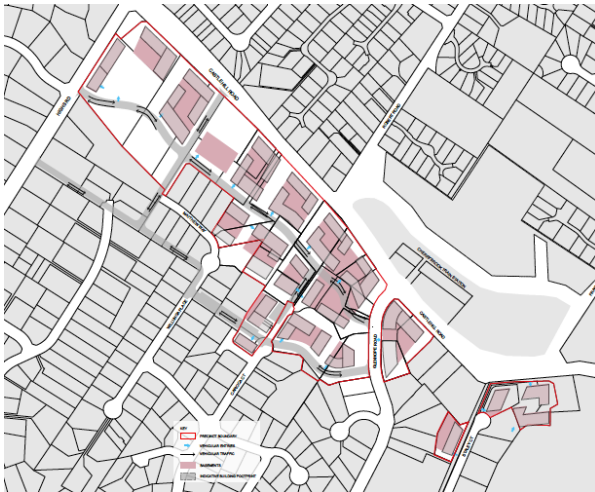


Figure 3.13 Basement and vehicular access locations

- (b) Car parking levels are to be located predominantly below ground.
- (c) Where, due to the fall of the land, car parking protrudes above ground, the following design treatments are to be employed:
 - a. Parking levels are not to present as blank facades and should be screened with local active uses or appropriate landscaping; and
 - b. Where landscaping or active uses cannot screen the parking level, appropriate design treatments are to be employed to break up the façade and provide articulation and diversity.

3.12 Views and Vistas

Objectives

- (i) To orientate buildings to maximize views from both residential apartments and public spaces.

Development Controls

- (a) Ensure the massing of the built form grades down the hill and allows the buildings to look over the properties in front, in accordance with the indicative plan in Figure 3.14 below.

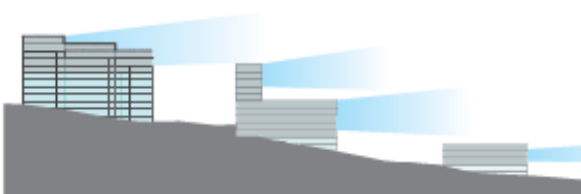


Figure 3.14 Views down the hill

- (b) Maintain view corridors from open space areas in accordance with Figure 3.15 below.



Figure 3.15 View corridors from open space areas

3.13 Water Sensitive Urban Design

Objectives

- (iv) To ensure an integrated approach to water management within Cherrybrook Village through the use of water sensitive urban design (WSUD) principles.
- (v) To encourage sustainable water use practices.

Development Controls

- (a) WSUD infrastructure is to be provided throughout the precinct consistent with the indicative plan provided in Figure 3.16.



Figure 3.16 WSUD infrastructure

- (b) *Development of sites greater than 1,000sqm are to be accompanied by a stormwater quality assessment that outlines any WSUD measure to be implemented on site.*

3.14 Land Stability and Geotechnical

Objectives

- (i) *To ensure development is designed to provide adequate stability for public and private land within the Cherrybrook Village Precinct.*

Development Controls

- (a) *All development applications that propose any form of excavation or shoring are to be accompanied by a Geotechnical Report that demonstrates that the design of any structures, retaining walls, earthworks, roads and other improvements take into account the potentially unstable nature of the ground.*